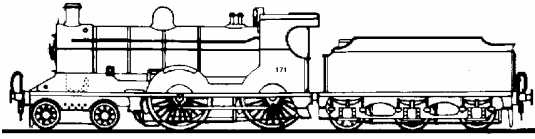


# Railway Preservation Society of Ireland



September 2004

## NEWS LETTER

### RPSI 40

**40 Shades:** Thanks to the fabulous efforts of Robin Morton and the other members of the Society's 40<sup>th</sup> Anniversary organising committee, the official launch of "Forty Shades Of Steam" at Central station on Wednesday 30<sup>th</sup> June was a great publicity coup and a fitting event to celebrate the work undertaken by authors Joe Cassells and Charles Friel, publisher Norman Johnston, and numerous others who brought the book to fruition.

Translink were very generous in their support of the launch by undertaking the hosting, publicity and catering, and to them we are very grateful. Mal McGreevy, Chief Executive Rail, was the host speaker and he introduced Lord O'Neill (RPSI President), Councillor Tom Ekin (Belfast's Lord Mayor), Joe Cassells and Charles Friel (authors), and Joan Smyth (NITHco Chairman) who officially launched the book.

In his speech, Joe expressed gratitude to Translink and Iarnród Éireann for facilitating the Society's trains. He said he was gratified that two companies which ran a modern railway system were still prepared to make room for steam engines. He also said he wanted to personally thank the men from both railway companies who were prepared to drive and fire the engines.

He said the RPSI was fortunate that there were men who were still willing to take on the challenge of a day on the footplate. He expressed gratitude to the drivers, firemen and inspectors from York Road, Dublin Connolly and Inchicore, and said he was

delighted to see some of them present at the ceremony.

Joe also expressed thanks to the men who drove and fired steam engines in the 1960s, and who gave so much of their time to working RPSI trains in the early years. All had retired, some had sadly passed on, but many of their names were recorded in the book.

He said that he had packed as many stories as possible into the record of 2,500 train movements, and said anyone who had travelled on the Society's trains or seen them on television would be able to relive the magic moments.

Finally, Joe expressed thanks to all who had helped in the compilation of the book, and in particular Society secretary Paul McCann and former locomotive running officer Brian Hill. He also thanked his co-author Charles Friel and his son James, and expressed appreciation to former secretary Robin Morton who had helped co-ordinate the project. In Norman Johnston of Colourpoint, he said he did not think he could have found a more tolerant, sympathetic or generous publisher. The RPSI, he said, owed Colourpoint a lot for what had been achieved.

Charles Friel reiterated the thanks of all present to Translink for hosting the reception. He said loco maintenance officer Peter Scott and his team deserved great credit for having kept the show on the road over the years.

Norman Johnston of Colourpoint said his firm was delighted to be associated with the book. He praised the authors and said it was notable that all royalties and copyright payments were in this case going directly to the RPSI, something which he

hoped would be of significant benefit to the Society.

Over 70 invited guests were able to attend and afterwards they were able to purchase signed copies of the book and avail of a splendid buffet lunch, all on the station's concourse.

An excellently organised event - well done to all involved!

Note: The Society aim is for every member to own a copy of this excellent book.

**Grand Gala Dinner:** There are currently around 250 bookings for the event on 2<sup>nd</sup> October, very close to capacity. Tickets are being sent out on 20<sup>th</sup> September, so there should be time for a last-minute booking!

It should be a memorable night, one of the highlights of the RPSI's 40-year adventure.

Just to remind you, the ticket price of £40/59 includes both the function itself and travel by steam train from Whitehead via Lisburn and Belfast Central to Cultra. There we will disembark and walk the short distance to the Irish Railway Collection at the Ulster Folk & Transport Museum for a reception, a word of welcome from our president, the Lord O'Neill, and a sit-down dinner.

After dinner we will be entertained to speeches by Dr Garret FitzGerald (RPSI vice-president), David Morgan (Heritage Railways Association), and Sir Ken Bloomfield (RPSI vice-president). We will also have the double act of RPSI next generation members Phil Lockett and Gerry Mooney who will be lifting the lid on the future in an illustrated presentation.

Then it's back onto the steam train as we make our way home via Belfast Central, Lisburn, back through Central and so to Whitehead. The train will call at Carrickfergus, Lambeg, Hilden and Botanic to pick up and set down - full timings will be issued with the tickets.

Among those already booked are members and friends from all over Britain and Ireland, including a strong showing from the HRA itself. It'll be a chance to celebrate the achievements of the RPSI to date. A night of nostalgia but also a chance to look to the future with confidence.

### No.186

**Press Release (22/7/2004):** A veteran of

the steam age returned triumphantly to service today after an £85,000 overhaul at Whitehead.

Steam engine No.186, which is owned by the Railway Preservation Society of Ireland, was celebrating her 125<sup>th</sup> birthday in style.

The locomotive, which was originally built in 1879, was officially launched at a ceremony at Whitehead by Keith Moffatt, the chief executive of Translink.

Mr Moffatt drove the locomotive through a commemorative tape to formally mark the successful completion of a four-year restoration project.

No.186, which has been out of traffic since 1980, will now be used by the Society for its special trains throughout Ireland.

Mr Moffatt said: "I commend the RPSI and its members for all their hard work and determination in restoring this locomotive to traffic. While we in Translink and our passengers prepare for a new era in rail transport with the introduction of our latest C3K diesel trains, it is important that we do not forget our rich railway heritage and the RPSI certainly helps to keep this alive."

The Lord O'Neill, president of the RPSI, said they were delighted to have No.186 available once again.

"She was one of the first locomotives we secured after the Society was formed in 1964 and has always been a very special engine to us. Because of her light axle-load she can operate on lines throughout Ireland which means she is a valuable asset to the Society. We are grateful to those who supported the restoration fund and those who have toiled long and hard at Whitehead to turn this dream into a reality."

Norman Foster, RPSI chairman said: "Our 1,100 members have been eagerly awaiting this day and are keen to travel once again behind No.186. The Society is now drawing up a programme of special trips which will see No.186 visiting many far-flung parts of the Irish rail network, north and south. We are very grateful to both Translink and Iarnród Éireann for facilitating the operation of our trains on the modern railway system. As the years pass by we realise increasingly what a valuable collection the RPSI has built up over the past 40 years. We know No.186 will be a major draw not just with railway enthusiasts from near and far but with local people and

tourists looking for a day out with a difference."

At today's ceremony, the 80 guests also had a chance to sample the Society's new carriages, which date from 1970 and which have been restored at Whitehead at a cost of £200,000.

#### No.186 - A VETERAN OF THE STEAM AGE

- No.186, which dates from 1879, is one of the oldest main-line steam locomotives still in operation anywhere in the world.
- The engine was built by Sharp Stewart in Manchester for the Great Southern & Western Railway in Dublin.
- She is a survivor of the successful J15 class which was the most numerous in Ireland with 111 locomotives being produced.
- Over the years No.186 has undergone several rebuilds to incorporate improvements such as heavier frames.
- In 1965 she was saved from the scrapman's torch by CIÉ, which presented the locomotive to the then newly formed RPSI.
- Now she is celebrating her 125<sup>th</sup> birthday by being returned fully restored to traffic after a four-year overhaul by the Society.
- During her time with the RPSI No.186 has featured in a number of films, most notably in The First Great Train Robbery with Sean Connery in 1978.
- The RPSI this year celebrates its own 40<sup>th</sup> birthday, having been formed in Belfast in September 1964.

**Launch Review:** There was an excellent turnout of local councillors and assembly members from the Bangor, Belfast, Newtownabbey, Carrickfergus and Larne boroughs, and all were suitably impressed with the facilities that the Society has established at Whitehead.

Events of this nature do not come for free but it is felt that the publicity gained from the media, which was very substantial in this case, and the information imparted to local representatives is extremely worthwhile.

Furthermore, the visit by railway company management representatives gives the Society the chance to show just how professional and complex the Society's facilities are behind the scene, and

operated on a shoe-string budget mainly by volunteer labour.

A very big thank-you to all who were associated with the organisation of the event, especially the RPSI 40 Committee who have now scored two successes. No resting on their laurels though - they still have the Gala Dinner to arrange!

**Tied Up:** To celebrate the re-launch of No.186 in its 125<sup>th</sup> year there will be a limited edition tie (only 100 made). These will be available from the launch in late July and for a very short time afterwards. The price is £15 and sales will be on a first-come-first-served basis.

### No.461 APPEAL

**Details:** A major new appeal has just been formally launched - a funding request to get No.461 back into traffic.

In late August or early September you should have received a leaflet explaining fully the options available to everyone as to how they can help fulfil the aims of the Appeal.

The Society is asking for a generous response similar to that for the No.186 Appeal of a few years ago, the results of which we are now just starting to see.

If you do not receive an Appeal leaflet, please get in touch via the Editorial postal or email addresses.

### LOCOMOTIVES

**No.4:** Back in Dublin to operate the Dublin Santa trains, etc., which No.85 cannot operate due to route restrictions. Like No.85 and No.186, No.4 has now been accepted by NIR to operate in passenger service under the "Guest Operator" procedure.

**No.85 "Merlin":** Returned north to work out the last few months of her boiler certificate. Whether retired after this or overhauled and returned to traffic depends upon the trains which the Society is able to run. If we can reinstate the "Steam Enterprise" as hoped using the Mk2 coaches, then it makes a lot of sense to keep No.85 operational.

**No.171 "Slieve Gullion":** Moved backwards and forwards in early July to ease her bearings.

**No.186:** The loco turned in a very promising performance on the Bangor trains - a far cry from the flabby efforts typical of her last years in service. Those who remember the loco in the early days of the Society will recall the lop-sided exhaust beat and resulting sinuous smoke trail. Judging by the amount of carbon which was laboriously removed from the steam ports, an improvement was certainly anticipated. Local runs over the next month or so will give the chance of further confidence building, before venturing further afield.

**No.461:** The boiler is undergoing major rebuilding, with the inner and outer firebox now removed. The final repair procedure is being agreed with the Insurers. This loco is of course the subject of the Society's current appeal for funding - every contribution counts, no matter how big or small. Effective funding will of course greatly speed up the project (which is estimated at 2 years) - the loco is urgently needed back in traffic for handling heavier trains on the DSER and Midland lines.

### CARRIAGE & WAGON

**Whitehead:** An unusual visitor to the locomotive workshop is Mk2 dining car 547, having bodywork corrosion repairs carried out prior to internal re-fitting. Vacuum brake, steam heating and train-line electrical equipment is to be fitted, the latter is to be installed on all the Mk2 vehicles.

In the carriage shed 301, the most recent Mk2 coach from Heysham, is undergoing final painting and a few other minor jobs in preparation for entering traffic.

2 flat wagons ex-Mowlem contract have been sold for scrap together with MPD trailer and various bogies and other scrap iron. The MPD body timber was broken up for lighting-up supplies.

**No smoking!:** It has been noted that some members have been flouting the smoking ban in the Mk2 set. Council have asked that all members, especially working members who should know better, respect the ban as it makes it difficult for the stewards to enforce the ban with members of the public.

**Dublin Set:** Both diners in the southern set, 88 and 2421 have been painted in CIÉ

green.

**Database:** The Vintage Carriages Trust is currently updating their database with details of the RPSI's new carriages. See: [www.vintagecarriagestrust.org/surveystatus.htm](http://www.vintagecarriagestrust.org/surveystatus.htm)

**The Office:** The ex-NCC full brake van 411 has been brought to the front of the yard at Whitehead and is being cleaned out and repaired to become an office and stores van for the Carriage & Wagon department. One major problem is that the roof leaks like a sieve and you can see day light between the planks! Might budding carpenters among you be inspired to help make good the leaks?

### OPERATIONS

**"Steam & Jazz":** Another beautiful evening, another full train, another lively crowd, another set of tables laid out with appetising picnic meals, a second outing for the Mk2 coaches - the second Jazz train comes to town! Following the previous week's mystery destination of Ballymena, No.85 took the 25<sup>th</sup> June train first to Carrickfergus and then to Lisburn, the platforms of both stations resounding to the lively tones of the Apex Jazz Band.

**"Mid-Summer Night's Steam":** The train operated with No.4 on 26<sup>th</sup> June. Running on the outward journey was excellent, resulting in an arrival at Mullingar which was 15 minutes early. Our barbecue people were caught out by this as the steaks had not even arrived yet!

This year a marquee had to be used as Irish Rail could not let us use the normal Up Galway platform because of safety considerations.

**"Northern Enterprise":** Thanks in no small measure to a huge effort to flood the media with publicity, a packed train of 335 people travelled to Belfast on Saturday 24<sup>th</sup> July behind No.85 and an 8 piece Irish Rail Mk2 air-conditioned set.

The normal Cravens set had been used to make up an 11-piece set for a GAA special. Regrettably IÉ Mk2s were not proven as cleared on the Larne line, so those wishing to visit Whitehead (quite a substantial percentage of the passengers) used a 6-piece railcar special. The train proceeded to York Road depot for servicing, where No.85 detached and ran to the GVS triangle to turn.

Because the Whitehead extension was dropped, the tender was full at Belfast so the Lisburn water stop was omitted on the return journey - as a result three lucky (embarrassed?) passengers had to wait until Drogheda to disembark!

**“Portrush Flyer”:** On 31<sup>st</sup> July No.85 carried 197 passengers. Due to last-minute change of timetable the “Atlantic Coaster” ran only to Coleraine where the locomotive was turned and serviced. Due to late-running service trains, it arrived most of an hour late back in Belfast.

On 7<sup>th</sup> August 223 passengers travelled. 3 days beforehand the timings were all changed due to the 11 hour rule. No.85 ran light engine to turn on the GVS triangle on the Friday evening before (6<sup>th</sup> August) as there was now insufficient time on Saturday morning with the new schedule. A fatality elsewhere on the system on the day caused chaos and Coleraine was chock-a-block with railcars and could not accommodate the Flyer train, hence the afternoon “Atlantic Coaster” trip was cancelled. The line eventually re-opened and No.85 ran light engine to Coleraine to turn and service. Despite the earlier scheduled departure time from Portrush, there was no path as the branch set made 1.5 return trips before the Flyer could get away - approximately 50 minutes late!

No.4 hauled a very full train of 250 passengers on 21<sup>st</sup> August. The afternoon train to Ballymoney carried 148 passengers in excellent sunshine, the second year in a row for 3 out of 3 with good weather! There were some unfortunate delays but not enough to spoil the day for anyone.

**“Sláinte”:** No.85 took a train of 5 Cravens and a van to Cork on Saturday 21<sup>st</sup> August, and back the following day.

Departure was from Heuston’s Platform 4. Not as many passengers travelled as last year, but the 150 or so who did included many UK customers who had not travelled with us before, and a group of Swedish enthusiasts.

Saturday was sunny, but Sunday’s weather was best forgotten, although participants expressed satisfaction with the quality of the photographic opportunities.

Arrival in Cork on Saturday was before time, but running on Sunday was delayed by a signal failure at Charleville and by the slow rate of hydrant filling at that station.

Additionally, we waited for a crossing at the long-closed Mountrath. Yes, it is double track, but trains sometimes cross to swap crews, which we did to swap guards.

Another feature of this trip is after years of never seeing the place, we came back into Heuston for the third time this year - into Platform 7, the open canopies of which are less susceptible to smoke damage.

Those who were lucky enough could catch a photo of a Luas tram outside. Line A starts intensive testing this week, and those needing Heuston Connolly connections next year will have the advantage of the new system direct between the two mainline stations.

**“Bangor Belle”:** Due to a combination of limited platform availability at Belfast Central (surfacing repairs) and a minor teething hitch with No.186, the first train on Saturday 28<sup>th</sup> August got into Bangor about 45 minutes down. However, time was caught up on the later trips with superb running and competent handling by a crew new to a locomotive on a tightly scheduled train.

The weather was fine (the gods smiling on us for the fifth consecutive operational Saturday!) and support from the public was excellent with around 500 travelling with us on the three trains - two advertised from Lisburn and Belfast, and one from Bangor. Stops were included in each direction for access to the Ulster Folk and Transport Museum at Cultra - the ticket price included free entrance.

**Around & Around:** All the foregoing operations didn’t just happen! During July and August the following trains also ran:

3/7	85	To Dublin for “Northern Enterprise” trip on 24 <sup>th</sup> July and Cork trips in August as No.4 not able to operate north on 24 <sup>th</sup> July due to approval requirements by NIR.
4/7	186+5Mk2	Whitehead - Carrickfergus - Whitehead
4/7	4+5Mk2	Whitehead - Carrickfergus – Whitehead
4/7	4 LE	Whitehead - GVS - Bangor -Lisburn - GVS - Whitehead. Approval and

25/7 85

1/8 4

5/8 4

6/8 85

15/8 186

15/8 186

16/8 85

**“Summer Steam”:** Due to a few rostering difficulties and to the number of days of locomotive running-in and approval, it was only possible to run train rides on 27<sup>th</sup> June, 25<sup>th</sup> July and 1<sup>st</sup> August. No.3BG “Guinness” was on duty for the first day which was graced by a coach load of Sunday School excursionists. No.186 did the honours thereafter.

It is becoming more and more difficult to get members to volunteer for the working roster. Please support us! Each day’s operation requires:

- Driver
- Fireman
- Guard
- Shunter
- Ticket Checker
- Sales Staff (one)
- Catering Staff (at least one)
- Site Guides (preferably two)

**“Thursday Excursion”:** For the first time since the end of steam, the traditional

brake testing for both locomotives, and track access for No.4.

To Whitehead to operate “Portrush Flyer” as No.4 had yet to be accepted by NIR approval process.

Whitehead - Derry - Portrush -Coleraine. Approval run. Due to late running, out of driver hours (11) so engine stabled in Coleraine.

Coleraine - York Road – Whitehead. Continuation of approval run.

Whitehead - GVS - Whitehead. Light engine trip to turn for following day’s Flyer - insufficient time on the day!

Empty: Whitehead - Lisburn - Bangor - Belfast Central

Public: Belfast Central - Lisburn - Bangor - Belfast Central - Whitehead. First passenger-carrying run since 5<sup>th</sup> July 1980.

Whitehead - Dublin. Positioning for Cork trip.

Thursday excursion ran from Dublin to Belfast on 2<sup>nd</sup> September. This was an experiment by the Dublin Operations team in converting a cost item, i.e. a locomotive swap, into an opportunity to make some money, or at least to break even. The result was a great success with 300 passengers comfortably fitted into the eight Cravens and a van behind No.85.

Departure from Connolly was late due to delays in steam-raising, and the 09:30 Enterprise overtook in Portadown, giving a 24 minute late arrival in Belfast Central.

The passengers were a mixed group, consisting of Dublin people out for the day, some tourists, and a surprising number of enthusiasts from Britain. A number of the Dublin enthusiast members and support crew showed their age by reminiscing about going on the ‘real’ Thursday excursion behind No.172 or No.207.

By the time Whitehead was reached, the sun was shining when No.4 took over the train, while the 100 or so passengers who had travelled on from Belfast inspected the site, and in particular No.186 and the Mk2 set. Unbeknownst to most people, a group consisting of Dublin members and Whitehead staff restarted the generator which had mysteriously died shortly after leaving Belfast.

Our return was sharp at 16:12, watering at Lisburn and Dundalk, with good running all the way. At Drogheda we re-pulled after taking water to let off a coach-load of customers, and left at 18:46, ahead of the 18:47 semi-fast. Following a Dart from Malahide, we crawled into Dublin but still arrived 5 minutes early.

This operation gives us much food for thought. What market is there for weekday return trips to Belfast in the off peak season? This will definitely merit consideration. Those interested should look at the “40 Shades Of Steam” to see if this is the first weekday non-charter one-day operation, annual railtour excluded.

**“Waterford 150”:** Iarnród Éireann were not able to go ahead with their charter for the Waterford 150 weekend (18<sup>th</sup> & 19<sup>th</sup> September). This was due to operational and logistical issues.

**“Bray 150”:** With no Waterford operations, it became possible to reinstate the Bray trains, originally planned for earlier in the year. On Sunday 19<sup>th</sup> September there will

be 3 return trains from Bray to Wicklow. Tickets are 10 Euros from local outlets.

**“Atlantic Coast Express”:** Unfortunately, as NIR recently changed the operating rules regarding the speed limits for tender-first running, it is not currently possible to operate on the Coleraire - Londonderry line as we can't find a suitable slot in the timetable within the rule that limits the driver to 11 hours on duty. Therefore, the Operations Committee has reluctantly had to cancel the operation proposed for 19<sup>th</sup> September.

In recent years it was only possible to operate to Derry on a Sunday due to the long section between there and Castlerock. Now even that possibility has been removed due to the reduction in line speed for tender locomotives while running tender-first (a necessity in one direction as there are no turning facilities beyond Coleraire).

In order to return to Derry, we must: (1) await upgrading of the track to allow overall speed limits to be increased for steam locomotives; or (2) have a second steam driver available; or (3) use No.4 exclusively.

The NIR Review Panel noted the design of No.4 as being the Standard Class 4 tank locomotive and therefore no specific speed restrictions need to be applied when operating bunker-first.

Unfortunately, despite researching alternative operations, circumstances have not allowed a replacement operation to be arranged.

**“Broomstick Belle”:** The usual trains will be operating between Belfast and Whitehead on 31<sup>st</sup> October for the little ghosts and ghoulies.

**Christmas:** The Dublin trains always excite great interest. The position (at the time of writing) is:

Sat 04/12/2004

Train 1: Morning  
Train 2: Mid-day  
Train 3: Afternoon

Sun 05/12/2004

Train 4: Morning  
Train 5: Mid-day  
Train 6: Afternoon

Sat 11/12/2004

Train 7: Morning

Train 8: Mid-day  
Train 9: Afternoon

SOLD OUT!

Sun 12/12/2004

Train 10: Morning  
Train 11: Mid-day  
Train 12: Afternoon

Cheques/postal orders should be made payable to R.P.S.I. and sent, along with a stamped addressed envelope - DL (110 x 220) minimum size, to:

RPSI Tickets, Ashgrove House,  
Kill Avenue, Dun Laoghaire, Co. Dublin.

**Booking:** It was noted on the most recent “Portrush Flyer” that a number of members turned up without tickets, with a view to purchasing them on the train. To complicate matters some were already on the train before it reached Central Station, thus occupying seats which were legitimately the right of those who had purchased tickets in advance (as advised in all our publicity). A serious amount of shuffling had to be undertaken to insure that everybody had a seat.

There has always been a tendency for this to happen, but with the restricted seating on the current Mk2 set (241 as against over 300 previously) the problems arising are more severe. The Operations Committee will in future be operating a strict buy-before-you-travel policy. Members are asked to respect this policy and to buy tickets in advance of an operation.

## BELFAST MEETINGS

**New Season:** The programme starts in October - always the second Wednesday of the month.

For those who have never been at a Belfast meeting before, perhaps a run-down of the format would be in order.

- The meetings are organised by the Society's official photographer, Charles Friel, one of the longest-standing members in any post - he's in his thirtieth year in the job!!
- The venue is St. Jude's Church Hall on Belfast's Ravenhill Road; it's near the country end of the road, on the city side of where it joins the Ormeau Road.
- The meetings run from 7:30pm until around 10:15pm. The opening

announcements will keep you up to date with Society life and should help fill your diary with news of both Society steam trains and other, non-RPSI, railway-related happenings over the coming month.

- Teas, coffees and biscuits are available at the mid-way break, provided by the Red Cross at a very modest cost.
- The Red Cross also provide first aid cover, should it be required during the evening.
- Keeping it in the family, John Friel runs a very extensive book stall at the back of the hall both before the start of the meeting and again during the interval. You can browse and purchase the very latest in Irish railway literature and videos plus a selection of second-hand books (usually some Irish) and magazines.
- There is also a very reasonably priced raffle, the prizes for which are invariably 4 or 5 framed prints from Charles' vast collection of Irish railway scenes - always appropriate to the meeting but new and interesting every month.
- There is no entrance fee to the meetings, although participants are invited to place a donation of at least £2 (think of the price of a pint or a night's car-parking) in hats on the way out.

## WHITEHEAD

**Summer Past:** July and August saw the Tuesday night team doing a number of jobs like painting the new ladders on the heavy lift, applying a second round of weedkiller and odd jobs on the coaches.

(By the way, if anyone knows a terminal cure for mare's tail weed, which annually threatens to overrun the site, Dermot Mackie would like to know.)

The latest big job was the scrap drive with the demolition of 532's body and underframe, two old flat wagons and other lumps of iron and old rail.

The Saturdays in August have been too busy with operations for anything else.

## ON-LINE

**Bulletins:** Don't forget to keep us informed

of any change of email address.

Also, if you believe you should be receiving Bulletins but are not, then send in your details to the email address below.

**Congratulations:** Society Webmaster Philip Lockett has been awarded a “Community Champion” award by British Telecom. This reward acknowledges the free time spent working on the website, locomotives and administration of the RPSI but also comes with a cash reward to the RPSI of £500.

**Galleries:** For some excellent shots of Society trains (among others) try a visit to:

[www.pbase.com/kaynine70](http://www.pbase.com/kaynine70)

[groups.msn.com/IrishRailwayNews/rpsisteam](http://groups.msn.com/IrishRailwayNews/rpsisteam)

## GENERAL

**Sales:** “Irish Broad Gauge Carriages” by Desmond Coakham, Midland Publishing, £14.99.

The term “Broad Gauge” refers to all 5' 3" lines, and not just the Ulster Railway! Written by the widely acknowledged expert on Irish coaches, this book is packed with interesting facts and photos of coaches from the earliest times to the present day. One particular gem is a clerestory roof dining car being used as a railcar intermediate coach. The book runs to 96 pages and contains 200 black and white photos in the usual Midland format.

“40 Shades Of Steam” by Joe Cassells & Charles Friel, Colourpoint, £12.

Both books available from:

RPSI Postal Sales  
103 Wynchurch Road  
Belfast  
BT6 0JJ

Please add 10% for postage (UK only), 20% (outside UK). Add 50% for conversion to Euros. Make cheques payable to “The RPSI”.

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